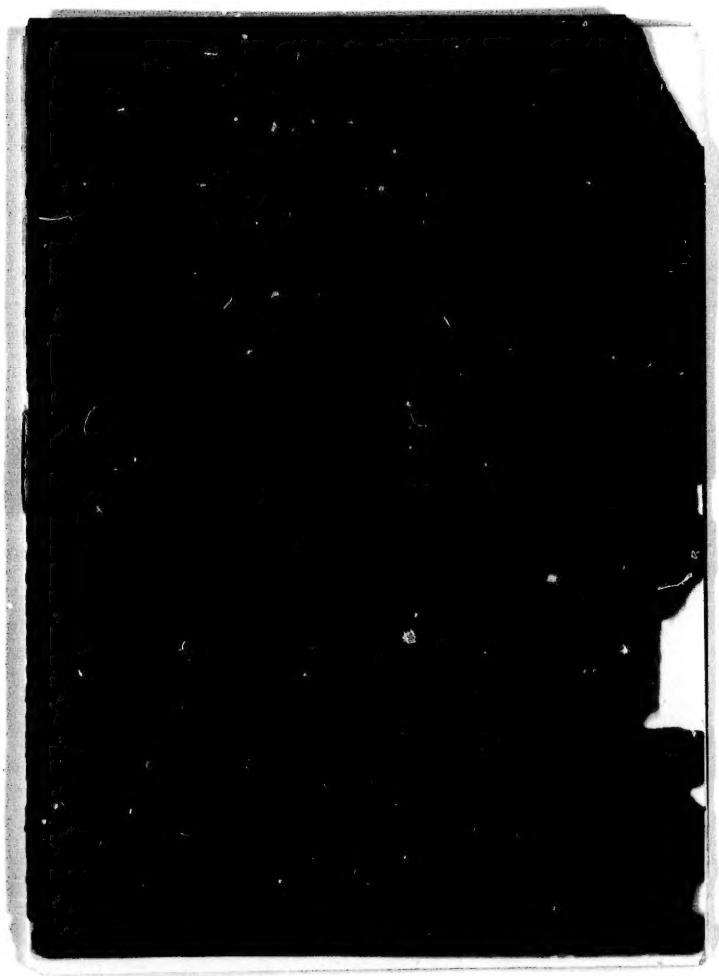




The Sea Level Route.

The high mountain ranges of South-eastern Alaska which barricade approach from the Pacific to the head waters of the Yukon, crossing at their lowest passes near Dyea and Skagway being attended with hardships and loss of property and life, are nowhere opened for a practicable route of travel inland at sea-level except at the canons of the Stikine River. Along this line the travel is THROUGH instead of OVER the mountains, and SITTING instead of WALKING—resting comfortably in chair and bed instead of toiling on foot up steep acclivities and floundering in mire and among sharp rocks and death holes.

The formidable barrier of the mountains is, by the Stikine river route, overcome, not by

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climbing and packing on backs of men and animals, but by RIDING STRAIGHT THROUGH at practically SEA LEVEL in the comfortable cabin of a steamboat, with your outfit on the the deck below. There is one other important point that is not to be overlooked, and that is the total avoidance and escape from hardships of the rain belt which along that coast extends from the ocean to the summit of the mountain ranges, and is felt in full force on the Chilkoot and White passes, presenting one of the most serious obstacles in the way of surmounting those passes. Whereas, in the case of the Stikine river route, the traveler is under perfect shelter of the steamer cabin for the entire passage through the rain belt.

On the Stikine route there is only 125 miles of land travel, the remainder being by water, about equally divided between steamship and river steamer. Following are the distances:—

Tacoma and Seattle to Fort Wrangell (steamboat).....	750 miles
Fort Wrangell to Telegraph Creek (river steamers)	150 "
Overland to Teslin Lake (horseback—good trail).....	125 "
Teslin Lake to Dawson City (steamboat)....	598 "

The Hootalinqua river connects Teslin Lake

with the Yukon. It is a beautiful stream, navigable for its entire length and having four feet of water in the shallowest places.

Report has just arrived of important discoveries of gold on this river.

Fort Wrangell, in the route from Tacoma and Seattle to Juneau, Skaguay and Dyea, but at one fourth less distance, is a small town containing about 150 white people and 500 Indians, the site of an old government fort, on an island 10 miles off the mouth of the Stikine river. It has three very good stores for outfitting where reasonable prices are charged, and is the best location near the mouth of the river.

Wrangell is the ocean terminus, Telegraph Creek being the eastern end of the Stikine river portion of the route. The Hudson Bay Company has navigated this stream for many years, and now owns and operates the steamer Caledonia, which carries supplies for the interior posts, making the trip up from Wrangell to Glenora in from two to three days. In view of the currents encountered in the upward trip, this is very good time; but this boat is well equipped with power, her engines having

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cylinders of 16-inch bore and 6 feet stroke.

Travellers headed for the Klondike by this route go ashore at Telegraph Creek, or Glenora, near by, and ride horseback or walk, as may be preferred, over a good trail to Teslin Lake, whence a river steamer will take them to Dawson City.

The scenery is magnificent all the way up the river. One of the grandest features is "Ice Mountain," the name of a glacier 45 miles from Wrangell. At the point where this glacier emerges from the mountain it is about half a mile in width, but its face along the river measures three miles, rising sheer from the water line in many places as high as 300 feet.

The first canyon met with in the ascent is called by steamboatmen "Big Canyon," 100 miles from Wrangell. It is here that the river has cut its channel through the mountain range and rendered possible steamboat navigation by this sea-level route to the Gold Fields. The water here is very deep and the current strong, but a good boat can make the passage without difficulty. The bluffs on either side are perpendicular and more than

100 feet high, and this part of the canyon is 300 feet wide and straight through its entire length of nearly three-quarters of a mile.

Ten miles further up the river is the second, known as "Klootchman Canyon." This is without bluffs, but the mountains on either side rise abruptly; it is 275 feet wide and a quarter of a mile long.

There has been much placer mining on the bars of the river. One of these bars, called "Buck," yielded a few years ago, \$75,000 in one season. It is the opinion of good judges that successful mining could be carried on on a great many bars throughout the length of the river.

Glenora is a new town, or post, on the river ten miles below Telegraph Creek, and is regarded as practically the head of navigation. The river at this point is from 300 to 500 feet wide. The townsite is on the west bank of the river, on a long level bench running parallel to the stream, about a quarter of a mile wide and ten feet above extreme high water.

The Stikine River is closed by ice from November to May 1st, when it opens to navigation, about one month before the head waters

of the Yukon are cleared, which, it is evident, is a great advantage, enabling gold-seekers to be on the ground at Teslin Lake without haste or discomfort to take advantage of the very first days of Yukon navigation to float, row or steam to Dawson City.

The country between Glenora and Teslin Lake, traversed by the trail, is of a rolling, but not rough character, mostly prairie, growing bunch grass, and is well watered by numerous streams, all of which are reported to bear gold, but none of which have been fairly prospected; so that the portage may be taken leisurely, with opportunity for prospecting new fields for those who desire it. The great abundance of bunch grass furnishes food ready at hand at every camp during the season for the pack animals. A reliable citizen of Tacoma, recently returned from Glenora, makes the following statement bearing upon the merits of this route :

"Glenora is at the very point of departure from the river where the miner may begin prospecting for gold on his way to the Klondike. I remind you that it is only a short distance from the Cassiar District, where gold discoveries caused a great excitement 25 years ago. From Glenora, or Telegraph, it is only 125 miles to Teslin Lake, over a comparatively level country. There is abundance of water and grass for

is evident, seekers to without haste of the very boat, row or and Teslin a rolling, airie, grow- reported to been fairly ay be taken pecting new The great nishes food y the season e citizen of n Glenora, aring upon stock the entire distance. Pack trains make the trip from the river to the lake in ten days; the pack animals are loaded with 300 pounds each, and live off the country as they go. From Teslin Lake you can go by steamer to Dawson City, or you can build boats or rafts at the lake and go down with the current. There is fine timber for boat building all around the lake. A saw-mill is being built at the head of the lake where the trail terminates. In the lake itself there is a current of one mile per hour, and down the river towards Dawson City the current is four miles an hour. By this route you avoid the dangerous White Horse rapids, and all of the bad whirlpools of the Dyea and Skaguay routes. An old prospector advises for each person to take 2 horses from Tacoma with 600 pounds of supplies, go to Wrangel and there take the river steamer for Glenora, the head of navigation on Stikine River. By taking your time, prospecting as you go, you can carry that much easily and go to the head waters of the Pelly, Salmon and Dease rivers, and also examine the numerous tributaries of these streams. Thus a man would surely strike rich claims, in which case he can either return to Glenora for supplies, or come out to the Sound and return the next Spring. At Glenora and Telegraph there are large stores selling at reasonable prices. When you have found the ground which seems to offer the best prospects, there build a cabin for the winter, timber being plentiful, and, when it freezes, sink to bed-rock."

The report of a trip made last fall from Telegraph Creek to Teslin Lake and return, for the purpose of closely examining the route and its resources, show that there is plenty of grass for horses all along the trail on either side, with wide expanse of reserve pasturage available by ranging away from the trail in pitching

camp. This trip began October 7th, and ended on return to Telegraph October 27th., or 10 days going and a like period returning. Snow was encountered about 12 miles out, though only four inches. The small lakes along the route were not frozen at the time of the outward journey, but were found encrusted with about one inch of ice on the return. There are no hard hills having very heavy grades. The first summit, which is about 12 miles out from Telegraph Creek, has an elevation of 3100 feet, but there was no part of the road over which a pack horse could not readily carry his full load. At that time the Canadian government had twenty men at work widening the trail to a width of four or five feet. Our reporter, while going north met, at different places on the road, about 12 men in all, some having horses and dogs, on their way to Telegraph Creek. The Hudson Bay post is about 50 miles from Telegraph, and contains four good log cabins where freight is stored. At a distance of three miles from this post north is another summit, though it is not steep for pack animals. A Mr. York has 7 men and 12 mules packing from Telegraph

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and widening the trail from the post to the summit. From this second summit the road is practically a down grade or level the entire remaining distance to Teslin Lake.

There is now a good trail from Glenora and Telegraph Creek to Teslin Lake, and there will soon be a good wagon road built by the Canadian Government. On this point the Victoria Colonist has said:

"If neither the Canadian Pacific nor any other company will undertake the immediate construction of a railroad by this route, the Government is prepared to enter into arrangements for the construction of a wagon road."

Later the following statement was published by Robert Kerr, Traffic Manager of the Canadian Pacific Railway west of Fort Williams:

"We will have a railway line, narrow gauge, from Glenora, the head of navigation on the Stikine river, to Teslin Lake, about 120 miles, from which point it is easy sailing or rafting to Dawson."

He does not say when the railroad will be built, but it is not likely to be ready for the season of 1898, nor is it certain that the wagon road will be finished in time for the early spring movement. What is sure is a good trail through a rich gold country lying between the Stikine River and Teslin Lake, traversed by this route leading to the Yukon and Klondike.

In proof that it is rich and inviting, we quote from a lecture delivered by Canada's great authority, Wm. Ogilvie, Fellow of the Royal Geographical Society, and Astronomer and Surveyor of the Interior Department of Canada who made careful explorations of this region for his government. He said:

"A fact I am now going to state to you, and one that is easily demonstrated is, that from Telegraph Creek northward to the boundary line, we have in the Dominion, and in this Province, an area of from 550 to 600 miles in length and from 100 to 150 miles in width, OVER THE WHOLE OF WHICH RICH PROSPECTS HAVE BEEN FOUND. We must have from 90,000 to 100,000 square miles which, with proper care, judicious handling and better facilities for the transportation of food and utensils, will be the largest, as it is the richest, gold field the world has ever known." (See Map.)

There are already two steamboats employed in the navigation of the Stikine River between Wrangell and Telegraph Creek, but in order to furnish additional means of transportation by this route, the well-known, commodious and powerful steamer SKAGIT CHIEF will be placed on the route April 30, 1898, and thereafter, during the season, make regular trips. That there may be no question of her adaptability for the service, we make a point of the fact that this steamer was built especially for shallow and rapid streams. Her new



engines have each a bore of 17 inches and a stroke of 6 feet. Her boiler capacity is more than ample to meet the requirements of her powerful engines. Her hull is practically new and unimpaired. Her cabins and staterooms are large and well arranged for the comfort and convenience of passengers.

The Stikine route, being the easiest of all the routes to the Klondike is, in point of time, the shortest. It is also the cheapest and safest. No lives have been lost on this line by prospectors destined for the gold fields to the north.

Many inquiries are already coming in for information regarding this route, and there are indications of a strong movement over this line as soon as navigation opens. Those desiring to avail themselves of the earliest opportunity of reaching the gold fields should secure passage without delay.

For passenger and freight rates, including horses and cattle, or for any further information that may be desired, Address,

Tacoma-Port Orchard Navigation Co.,
315 and 316 Washington Bldg. TACOMA, WASH.

C. S. BARLOW, Gen. Manager.

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Tacoma-Port Orchard Navigation Company

Passenger and Freight Rates;

Subject to change without notice

TACOMA TO WRANGELL:

Passenger.....	\$ 13 00
Horses.....	20 00
Cattle.....	20 00
Freight, per ton.....	8 00

WRANGELL TO GLENORA:

Passenger.....	\$15 00
Horses.....	30 00
Cattle.....	30 00
Freight, per ton.....	50 00

